

Environmental Protection Agency

§ 89.331

the engine at normal operating temperatures as prescribed by the engine manufacturer.

[59 FR 31335, June 17, 1994. Redesignated at 63 FR 56995, Oct. 23, 1998]

§ 89.330 Lubricating oil and test fuels.

(a) *Lubricating oil.* Use the engine lubricating oil for testing that meets the requirements as specified by the manufacturer for a particular engine and intended usage. Record the specifications of the lubricating oil used for the test.

(b) *Test fuels.* (1) Use diesel fuels for testing which are clean and bright, with pour and cloud points adequate for operability. The diesel fuel may contain nonmetallic additives as follows: Cetane improver, metal deactivator, antioxidant, dehazer, antirust, pour depressant, dye, dispersant, and biocide.

(2) Use petroleum fuel meeting the specifications in Table 4 in Appendix A of this subpart, or substantially equivalent specifications approved by the Administrator, for exhaust emission testing. The grade of diesel fuel used must be commercially designated as "Type 2-D" grade diesel fuel and recommended by the engine manufacturer.

(3) Testing of Tier 1 and Tier 2 engines rated under 37 kW and Tier 2 and Tier 3 engines rated at or above 37 kW that is conducted by the Administrator shall be performed using test fuels that meet the specifications in Table 4 in Appendix A of this subpart and that have a sulfur content no higher than 0.20 weight percent.

(c) Other fuels may be used for testing provided they meet the following qualifications:

(1) They are commercially available;

(2) Information acceptable to the Administrator is provided to show that only the designated fuel would be used in customer service;

(3) Use of a fuel listed under paragraph (b) of this section would have a detrimental effect on emissions or durability; and

(4) Fuel specifications are approved in writing by the Administrator prior to the start of testing.

(d) Report the specification range of the fuel to be used under paragraphs (b)(2) and (c)(1) through (c)(4) of this

section in the application for certification in accordance with § 89.115 (a)(8).

(e) *Low-sulfur test fuel.* (1) Upon request, for engines rated at or above 75 kW in model years 2006 or 2007, the diesel test fuel may be the low-sulfur diesel test fuel specified in 40 CFR part 1065, subject to the provisions of this paragraph (e)(1).

(i) To use this option, the manufacturer must—

(A) Ensure that ultimate purchasers of equipment using these engines are informed that the use of fuel meeting the 500 ppm specification is recommended.

(B) Recommend to equipment manufacturers that a label be applied at the fuel inlet recommending 500 ppm fuel.

(ii) None of the engines in the engine family may employ sulfur-sensitive technologies.

(iii) For engines rated at or above 130 kW, this option may be used in 2006 and 2007. For engines rated at or above 75 kW and under 130 kW, this option may be used only in 2007.

(2) For model years 2008 through 2010, except as otherwise provided, the diesel test fuel shall be the low-sulfur diesel test fuel specified in 40 CFR part 1065.

(3) The diesel test fuel shall be the ultra low-sulfur diesel test fuel specified in 40 CFR part 1065 for model years 2011 and later.

(4) For model years 2007 through 2010 engines that use sulfur-sensitive emission-control technology, the diesel test fuel is the ultra low-sulfur fuel specified in 40 CFR part 1065 if the manufacturer demonstrates that the in-use engines will use only fuel with 15 ppm or less of sulfur.

(5) Instead of the test fuels described in paragraphs (e)(2) through (4) of this section, for model years 2008 and later, manufacturers may use the test fuel described in appendix A of this subpart. In such cases, the test fuel described in appendix A of this subpart shall be the test fuel for all manufacturer and EPA testing.

[59 FR 31335, June 17, 1994. Redesignated and amended at 63 FR 56995, 57013, Oct. 23, 1998; 69 FR 39213, June 29, 2004]

§ 89.331 Test conditions.

(a) *General requirements.* Calculate all volumes and volumetric flow rates at

standard conditions for temperature and pressure (0 °C and 101.3 kPa), and these conditions must be used consistently throughout all calculations.

(b) *Engine test conditions.* Measure the absolute temperature (designated as T and expressed in Kelvin) of the engine air at the inlet to the engine, and the dry atmospheric pressure (designated as p and expressed in kPa), and determine the parameter f according to the following provisions:

(1) Naturally aspirated and mechanically supercharged engines:

$$f = \frac{99}{p_s} \times \left(\frac{T}{298} \right)^{0.7}$$

(2) Turbocharged engine with or without cooling of inlet air:

$$f = \left(\frac{99}{p_s} \right)^{0.7} \times \left(\frac{T}{298} \right)^{1.5}$$

(c) For a test to be recognized as valid, the parameter f shall be between the limits as shown below:

$$0.98 < f < 1.02$$

[59 FR 31335, June 17, 1994. Redesignated at 63 FR 56995, Oct. 23, 1998]

APPENDIX A TO SUBPART D OF PART 89— TABLES

TABLE 1—ABBREVIATIONS USED IN SUBPART D

CLD	Chemiluminescent detector.
CO	Carbon monoxide.
CO ₂	Carbon dioxide.
HC	Hydrocarbons.
HCLD	Heated chemiluminescent detector.
HFID	Heated flame ionization detector.
GC	Gas chromatograph.
NDIR	Non-dispersive infra-red analyzer.
NIST	National Institute for Standards and Testing.
NO	Nitric Oxide.
NO ₂	Nitrogen Dioxide.
NO _x	Oxides of nitrogen.
O ₂	Oxygen.

TABLE 2—SYMBOLS USED IN SUBPARTS D AND E

Symbol	Term	Unit
conc	Concentration (ppm by volume)	ppm
f	Engine specific parameter considering atmospheric conditions	
F_{FCB}	Fuel specific factor for the carbon balance calculation	
F_{FD}	Fuel specific factor for exhaust flow calculation on dry basis	
F_{FH}	Fuel specific factor representing the hydrogen to carbon ratio	
F_{FW}	Fuel specific factor for exhaust flow calculation on wet basis	
FR	Rate of fuel consumed	g/h
G_{AIRW}	Intake air mass flow rate on wet basis	kg/h
G_{AIRD}	Intake air mass flow rate on dry basis	kg/h
G_{EXHW}	Exhaust gas mass flow rate on wet basis	kg/h
G_{Fuel}	Fuel mass flow rate	kg/h
H	Absolute humidity (water content related to dry air)	g/kg
i	Subscript denoting an individual mode	
K_H	Humidity correction factor	
L	Percent torque related to maximum torque for the test mode	%
mass	Pollutant mass flow	g/h
$n_{d,i}$	Engine speed (average at the i 'th mode during the cycle)	1/min
P_s	Dry atmospheric pressure	kPa
P_d	Test ambient saturation vapor pressure at ambient temperature	kPa
P	Observed brake power output uncorrected	kW
P_{AUX}	Declared total power absorbed by auxiliaries fitted for the test	kW
P_M	Maximum power measured at the test speed under test conditions	kW
P_i	$P_i = P_{M,i} + P_{AUX,i}$	
P_B	Total barometric pressure (average of the pre-test and post-test values)	kPa
P_v	Saturation pressure at dew point temperature	kPa
R_a	Relative humidity of the ambient air	%
S	Dynamometer setting	kW
T	Absolute temperature at air inlet	K
T_{he}	Air temperature after the charge air cooler (if applicable) (average)	K
T_{clout}	Coolant temperature outlet (average)	K
T_{dpd}	Absolute dewpoint temperature	K
$T_{d,i}$	Torque (average at the i 'th mode during the cycle)	N-m
T_{SC}	Temperature of the intercooled air	K
T_{ref}	Reference temperature	K
V_{EXHD}	Exhaust gas volume flow rate on dry basis	m ³ /h
V_{AIRW}	Intake air volume flow rate on wet basis	m ³ /h
P_B	Total barometric pressure	kPa
V_{EXHW}	Exhaust gas volume flow rate on wet basis	m ³ /h